

THE SUBURBAN CITIZEN

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NEWS IN BRIEF.

Virginia College, Roanoke, Va., burned to the ground yesterday morning. The 150 young lady students saved practically nothing of their effects. No lives were lost. The loss is about \$75,000, partly covered by insurance.

The committee of twelve appointed at the last General Conference of the Protestant Episcopal Church has drafted three canon relative to divorce, to be submitted to the next General Conference for adoption.

The National Civic Federation issued a call for a national conference to consider the best means of securing the settlement of labor disputes by conciliation and arbitration.

In his annual report Admiral Bradford, chief of the Naval Bureau of Equipment, recommends the establishment of wireless telegraphy on several naval ships.

According to Commissioner of Immigration Fitchie, immigrants have arrived in this country at the rate of 1000 per day from all countries since July last.

Miss Lounie, who is serving a sentence in Elmira, N. Y., retracted the confession she made implicating Mayor Frank H. Flood in her forgeries.

Anthony Comstock, in behalf of the Society of Suppression of Vice, threatens a war on places of vice in New York.

The 400 striking miners at the Maltby colliery of the Lehigh Valley Company returned to work.

A masked burglar attempted to rob the residence of Orrin W. Potter, a Chicago millionaire. He tried to chloroform Mrs. Potter, who awoke. She was knocked senseless. The man escaped.

Considerable attention will be devoted to the Nicaragua Canal in the President's message, but the President's recommendations are not yet clearly formulated.

Director Merriam, of the Census Bureau, suggests that 200,000 be the ratio of representation in the House during the next decade.

Three unknown men horribly tortured John Kane, an old man, near Wilkes-Barre, Pa., to extort from him his savings.

Christian Coble committed suicide at Lancaster, Pa., by throwing himself in front of a locomotive.

Lieutenant Colonel Russell Harrison has been honorably discharged from the service.

A bill has been introduced into the Georgia Legislature to disfranchise the negro.

Woman's Christian Temperance Union will meet in Washington November 30.

Mrs. Jesse James, widow of the famous bandit, died in Kansas City.

Two Mexicans were arrested in New York on the charge of smuggling into this country some of the famous jewels once worn by Empress Carlotta.

Henry Villard, the railroad magnate and financier, died at his summer residence at Dobbs Ferry, in New York State.

Captain Lawrence M. Murray, who commanded the famous Confederate cruiser Nashville, died at Malden, N. Y.

The wrecked schooner Myra B. Weaver, with the bodies of three victims, was found and towed into Vineyard Haven.

The overdue British steamer Anglesey arrived at San Francisco, having lost a seaman during the storm.

The large barn on the farm of David Brandt, near Big Spring, Pa., was burned, with all its contents.

Peter Schmitt was killed in Chicago by his wife, whom he had driven to desperation by his conduct.

The Salt Trust has advanced the price of table salt from \$1.10 per 100 pounds to \$2.50.

Admiral Richard, commanding the French Squadron now in American waters, and his staff, accompanied by Mr. Thiebaut, the French charge d'affaires, called upon the Cabinet officials and the President.

The annual report of Treasurer Roberts shows that the ordinary revenues of the government were the largest in the history of the country.

A warship has been ordered to Morocco to enforce payment of a United States demand for indemnity.

The report of Major General MacArthur shows that during the past year the casualties in the Philippines were 268 killed, 750 wounded and 55 prisoners, while the Filipinos lost 3227 killed, 694 wounded and 2884 captured.

There was no solution to the mystery surrounding the case of Sally Valentine, colored, who was found dying in a little room in Hatcher's alley, Richmond, Va.

Lieutenant de Faramond, the French naval attaché at Washington, has been making inquiries as to the value of American coal for use on French warships.

Miss Clara Barton, in a report on the conditions at Galveston, says that thousands of people are still homeless and living in tents on the beach.

MARCUS DALY DEAD.

The Montana Millionaire Passes Away at New York Hotel.

WAS KNOWN AS THE COPPER KING.

Leaves an Estate Valued at About \$20,000,000.

Did Not Live to See His Enemies Triumph.

Career Closed as Victory was in Sight for Clark—One of Great Political Feuds of Century Over—Quarrel Over Water Rights.

New York (Special).—Marcus Daly, of Montana, died at the Hotel Neherland. His death had been expected for weeks. He came home from Europe about the middle of September, and soon afterward was obliged to take to the bed, from which he never again arose. His physicians informed the relatives some time ago that Mr. Daly could not recover, and they would give assurance of life only from day to day. Bright's disease complicated with heart weakness was the cause of death.

At Mr. Daly's deathbed were Mrs. Daly; Marcus Daly, Jr., his son; his daughters, Mary, Margaret and Harriett; the Rev. M. J. Lavelle, his attorney, William Scallion, of Montana, and two physicians. At 4 o'clock a. m. he revived from a sinking spell and seemed more than ordinarily bright. He asked that his family be summoned.

"Only a little while more, a little bit more," he said when asked if he was better. The family came hastily and remained until the end. Death came so peacefully that the physicians alone knew when it was all over. They said Mr. Daly was conscious until a few minutes before he passed away.

Marcus Daly was born in Ireland in 1842. He came to the United States early in life, and since 1876 had been a citizen of Montana. He became general manager of the Alice Silver Mine, and later secured control of the Anaconda Copper Mine. At the time of his death he was president of the Amalgamated Copper Company. In politics he was a Democrat. The differences between Mr. Daly and W. A. Clark have attracted much attention. The trouble started years ago over some water rights near Butte, which Daly wanted, and which Clark bought, forcing the other to pay a very high figure. Daly's opportunity for revenge came in 1888, when Clark was the Democratic nominee for delegate to Congress. With his immense influence at Anaconda Daly was able to throw a heavy vote to Carter, Clark's Republican rival, which had previously been cast for the Democratic party.

Montana became a State in 1889. At the first State election Clark was the Democratic nominee for Representative in Congress and J. K. Tool for Governor. The latter was elected, but Clark was defeated, supposedly owing to Daly's influence. Clark was put forward by his party for the United States Senate. After a bitter contest the Legislature was organized by both parties, each claiming to be legal. The Republicans named Thomas C. Power and W. F. Sanders for their Senators, while the Democrats put up Mr. Clark and Maj. Martin Maginnis. The Republicans were seated.

Daly's influence defeated Clark in the second contest in 1893. In that Legislature the Democrats had 35 votes, the Populists 3 and the Republicans 32. The Daly Democrats, numbering 9, voted solidly for Ex-Congressman W. W. Dixon, and there was a deadlock for the entire session of 60 days. Telegrams from men like Calvin S. Brice and W. C. Whitney and others equally high in their party were sent to Daly to withdraw his opposition, but he ignored them and the fight continued.

The next fight between Daly and Clark was on the location of the State capital. Helena, Missoula, Bozeman and Anaconda were in the fight. Daly advocated the last named place. Clark at first favored Butte, but finally changed to Helena, and it was chosen. The Senatorship again became the bone of contention between the two millionaires last January, and Clark was elected. Daly had the validity of the election contested on the ground of bribery when Clark presented his credentials to the United States Senate. The use of money in the election was freely acknowledged on both sides, though it was claimed that the expenditures were for legitimate expenses only. The contest resulted in the Senate voting that there had been no election by the Montana Legislature. This year Clark made a fight for the election of members of the Legislature in his interest and won. His return to the United States Senate next January is assured.

Shot by a Rabbit Hunter.

New York (Special).—At Mendham, Morris county, N. J., George Lounsbury, while hunting rabbits, was accidentally shot by Henry Van Nest. The charge entered the young man's face and stomach, and his injuries are very serious.

Fatal Railroad Wreck in Montana.

Eight persons were killed and twenty-one injured in a wreck on the Northern Pacific, near Livingston, Mont.

TRADE NEWS OF THE WEEK.

Reviews of the Commercial Situation by R. G. Dun & Co. and Bradstreet's Show Encouraging Conditions.

New York (Special).—R. G. Dun & Co.'s "Weekly Review of Trade" says: "Iron markets are in an encouraging condition. No violent speculation is threatened, but in numerous instances better demand has caused small advances. The most notable change thus far is in pig iron, which is eagerly sought at all markets, large contracts being placed at 25 to 50 cents a ton above the bottom point recently quoted.

"In partially manufactured forms, such as bars, plates and beams, improvement is definite, while large building operations will keep structural material moving freely. More ships are planned and bridges require quantities of material. Railroads are buying most products freely. Orders for export are numerous and foreign makers have been compelled to reduce prices for steel rails.

"Spot cotton has not advanced as expected on the approach of frost. Actual damage has not come and belief in a current yield of 10,000,000 bales is stronger.

"Russian ports send out wheat freely, and even in Argentina the outlook for the crop is less discouraging.

"A heavy cut in the price of refined sugar by all the large interests brings standard granulated to \$5.60.

"Speculation in hides appears out of proportion to the business in boots and shoes.

"Tardy Winter weather is making havoc with textile industries. Wool is more active at Boston than any previous time this year, but speculation is reappearing. Manufacturers buy in moderation, but sales at the three chief Eastern markets reached \$131,000 pounds. Prices are steady and holders are confident, although heavy stocks are available.

"Failures for the week were 201 in the United States against 157 last year, and 15 in Canada against 23 last year."

"Bradstreet's" says:—"Hopefulness as to improvement in Fall demand, now that the election is over and cold weather has arrived, is reported in all sections, but nowhere is the feeling of confidence so marked as in the South. Despite the recent decline in cotton the feeling in that section is notably cheerful. In the West dry goods, clothing, shoes and hardware are moving better. In the East leather, shoes, wool, tobacco and coal are firm, and the outlook for business is regarded as favorable. On the Pacific Coast export trade with our new possessions and with Asia has been good.

"Wheat, including flour, shipments for the week, aggregate 3,555,567 bushels against 3,612,421 last week, and 4,650,842 in the corresponding week of 1899. Corn exports for the week aggregate 3,287,627 against 3,920,110 last week, and 4,581,447 bushels in this week a year ago."

DEATH OF R. G. DUN.

Was for Many Years the Head of the Big Mercantile Agency.

New York (Special).—R. G. Dun, head of the mercantile agency firm of R. G. Dun & Co., died in this city of cirrhosis of the liver. Mr. Dun was born in Chillicothe, Ohio, in 1826. He had been suffering since the early part of last summer. He began his business career at the age of sixteen, in a country store. Early in life he came to New York, where he secured employment in a mercantile agency then conducted by Tappan & Douglass. In 1854, six years after he first had entered the employ of the firm he became a partner of Mr. Douglass under the firm name of B. Douglass & Co. In 1859 Mr. Dun purchased the interest in the business held by his partner and was senior partner in the firm of R. G. Dun & Co., up to the time of his death.

FIVE HUNDRED STARVING INDIANS.

Mrs. James Smith Brings Story of Destitution From Cook Inlet.

Tacoma, Wash. (Special).—Mrs. James Smith, just returned from Cook Inlet, Alaska, says that fully half of the thousand Indians in that section, comprising five tribes, are slowly dying of starvation. The influx of white prospectors has resulted in the killing off of much game, with the result that the Indians are deprived of flesh for food and furs for clothing. They dried salmon last summer, but not enough to last through the season, and winter finds 400 to 600 of them without enough food to last until December.

Mrs. Smith, who is a wealthy miner's wife, divided her stock of provisions with the destitute Indians, and now appeals for further aid. Most of these Indians belong to the Russian church, but it is powerless to help them. Unless provisions shall be sent by steamer at once, she says, hundreds will surely die. While living at Grays Harbor eight years ago, Mrs. Smith—then Mrs. Martha White—swam into the surf and rescued three shipwrecked sailors from drowning, for which Congress voted her a medal.

THIRTY-THREE LIVES LOST.

Passenger Steamer Founders on the Coast of Nova Scotia.

WAS DRIVEN HARD UPON THE ROCKS.

Disaster Occurred During One of the Worst Storms of the Season—Wrecked Vessel Was the Side-Wheeler City of Monticello—Only Four Were Saved—A Thrilling Experience.

Halifax, N. S. (Special).—One of the worst storms of the season, excelled in severity only by that which swept over this coast last month, descended upon Nova Scotia's portion of the Atlantic seaboard. There had been heavy rain all day, but at midnight the wind broke into a gale and soon became a violent hurricane.

The first report of disaster is a story of death and destruction worse than any on this shore for years. The Yarmouth Steamship Company's side-wheel steamer City of Monticello struck a reef four miles off Cheagoggin Point and sank among the breakers. The passengers and crew numbered 37, and except four all are dead.

The City of Monticello made weekly trips between Halifax, Nova Scotia and St. John, New Brunswick, calling at Yarmouth and other points. The steamer was lost about 10 miles from Yarmouth, on her way there from St. John. She left the latter port at 11 o'clock p. m. just as the storm was springing up, which continued throughout the night. She made her way across the Bay of Fundy in the face of a fierce southeaster, and was four miles off Cheagoggin Point, one of the capes in the vicinity of Yarmouth.

The coast here, as everywhere on this shore, is rocky and dangerous, abounding in hidden reefs and variable currents. The City of Monticello's machinery was not powerful enough to keep her off the perils of those waters when once the hurricane and currents had got her so near the breakers.

Captain Harding is dead and will never be able to explain how it was that he struck the Cheagoggin Reef in broad daylight as he did, but he must have lost his reckoning and been carried there by an unknown current. The steamer had got through Petite Passage all right, as her officers thought, and was heading for Yarmouth light. But six miles from there she struck a reef off Cheagoggin. A tremendous sea was running and terrific breakers beating on the shore. The decks were being washed every few seconds and the water was pouring into the hold.

It did not take many minutes to show that there was no hope for the steamer ever getting off. It was evident that she could hold together only for a few minutes. Captain Harding had two boats, and it was decided to launch them in the forenoon hope of getting through the awful surf to the distant shore. One of the passengers was Capt. Norman Smith, of the Battle Line steamer Pharsalia, lying at St. John. Two boats were launched, and one of them was placed in charge of Captain Smith.

In it with him were four others. There was room for more, but the terror-stricken passengers and crew momentarily hesitated to leave the ship. That moment was fatal, for the boat put off and left those on board to their fate. A second boat was launched at the same time, but no one knows who got into her nor what became of her. The survivors have no hope that she lived in the angry sea.

Captain Smith's boat had got only a few yards off from the City of Monticello when a sea more awful than any that had gone before struck the steamer, sending her completely over on the rocks and washing every soul who clung to her rigging into the sea. Those below decks were engulfed in the torrents of water rushing up from great holes in her bottom and pouring down her hatches and companionways in cataracts. The other boat was not seen after the steamer went over.

That in charge of Captain Smith lived for only a few minutes, but it carried them along on the crest of a great wave till it broke on the rocky beach, and all hands were thrown into the surf. Three of them were carried up to the shore, where they were able to hold on and were safe, but Elsie McDonald and Second Officer Murphy were drawn back by the undertow. The next wave threw the McDonald girl high and dry on the shore, but Murphy was hurled against a bowlder and instantly killed. Those who were saved sustained only trifling injuries.

Planning Inaugural Ball.

Washington (Special).—The subject of having a special building for the inauguration ball is being discussed in Washington.

It is asserted that the Pension Building is inadequate for the purpose, that previous halls have been marred by the lack of floor space, and that a building designed especially for inauguration balls would be a benefit to the city. The building could, of course, be used for other affairs between inaugurations, if it were made a permanent building.

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